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### REMARKS

By way of this amendment, claims 1, 13, 17 and 23 have been amended, claims 11, 19 and 25 have been cancelled, and new claims 28-35 are presented herein. Claims 1-10, 12-18, 20-24 and 26-35 are pending in the present application. Applicants are filing this amendment in conjunction with a Request for Continued Examination (RCE), and respectfully request examination and allowance of the application for the reasons presented below.

In the Final Office Action mailed January 11, 2006, claims 1, 3-13, 15-20 and 22-26 were rejected under 35 U.S.C. §102(b) as being anticipated by Takahashi et al. (U.S. Patent No. 6,097,313). In an Amendment After Final filed on April 6, 2006, claims 1, 13, 17 and 23 were amended, and claims 11, 19 and 25 were cancelled, and Applicants presented remarks traversing the outstanding rejection. An Advisory Action was mailed on May 11, 2006, indicting that the proposed amendments will not be entered for reasons set forth in the continuation sheet. Applicants request that the Amendment After Final filed on April 6, 2006, not be entered. Instead, in the present amendment, Applicants have included the same amendments to claims 1, 13, 17 and 23 and the cancellation of claims 11, 19 and 25 as previously presented, in addition to new amendments that are discussed below, and respectfully submit that the claims, as amended, are not anticipated by the Takahashi et al. patent.

As previously discussed, the Takahashi et al. patent discloses an information exchange system for exchanging information between a service provider located along a road and a vehicular driver, by using limited communication capability of a road-vehicle radio communication. The Takahashi et al. system includes a vehicle-mounted unit and a road-side unit that provides information to the vehicle-mounted unit using a road-vehicle radio communication. The vehicle-mounted unit receives information from the road-side unit and transfers at least part of the content to a vehicular occupant. The road-side unit includes a storage unit for storing information to be transmitted. The storage means stores information relating to a service provider where a service is provided at the location thereof. The road-side unit also includes an editing unit editing information stored in the storage means on the basis of a relative position between the service provider and a communication region of the transmitter

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and generating edited information to be transmitted. In Takahashi et al., information content to be transmitted to the vehicle may be varied depending upon relative position of the service provider and the beacon.

Applicants' invention, as recited in claim 1, as amended, is directed to a system for providing remote data and delivering context-based service to a vehicle. The system includes an off-board data source remote from a vehicle. The system also includes a compute platform for accessing the data source to acquire information and generate a stream of data as a function of time and relative location. The stream of data contains information having a variable resolution that varies based on both the time and relative location. The system further includes a data communication link for communicating data between the off-board data source and the vehicle. The stream of data is supplied to the vehicle for use onboard the vehicle. The system further includes a plurality of context advisors each providing a source of information for a designated category, a plurality of service agents, wherein the service agents perform context-information filtering based on a requested service, and an interface for interfacing with an onboard device on the vehicle, wherein the context advisors perform information collection, and the service agents employ the collected information to acquire and store pertinent information. Claim 13 further includes a distribution station remote from the vehicle and in data communication with the off-board data source, the distribution station comprising a transceiver for communicating with the vehicle, and the compute platform generates the stream of data as a function of time and distance to a location, wherein the stream of data contains information having a variable resolution that varies based on both time and distance to the location, in addition to the plurality of context advisors, the plurality of service agents, and the interface.

Further, Applicants' claimed invention recited in claims 17 and 23 recites a method of supplying data from an off-board data supplier to an onboard device on a vehicle and delivering context-based service to the vehicle. This includes receiving a request for data from the vehicle, determining location of the vehicle, determining a time reading, and supplying data to the vehicle as a function of the time and the relative location or distance to a location,

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wherein the stream of data contains information having a variable resolution that varies based on both the time and relative location. The method further includes collecting information from a plurality of context advisors, receiving a service request, performing context-information filtering based on the service requested, acquiring pertinent information from the collected information, storing the pertinent information in memory, and delivering up-to-date information and services to the vehicle.

Applicants' claimed invention advantageously combines time-based information services with spatial location-based services as discussed in paragraphs 58 and 59 of the application for Letters Patent for providing remote data to a vehicle and further delivers context-based service to the vehicle. One example of the data having the variable resolution is illustrated in FIG. 7 of the application showing information relevant to a location in closer proximity to the vehicle and closer in time having a higher resolution as compared to information relevant to a more remote location and more remote time in the future. Thus, the type and amount of information supplied to and stored onboard the vehicle by the system depends on both the location of the vehicle and the time of day. Thus, the user may be provided with a varying degrees of information dependent on closeness to time and location. Additionally, the delivery of context-based service includes the use of a plurality of context advisors each providing a source of information for a designated category and a plurality of service agents that perform context-information filtering based on a requested service, and an interface for interfacing with an onboard device on the vehicle, wherein the context advisors perform information collection and the service agents employ the collected information to acquire and storage pertinent information.

In order to anticipate a claim, the prior art reference must teach each and every limitation of the claim. The Takahashi et al. patent fails to teach each and every feature of Applicants' independent claims 1, 13, 17 and 23, as amended. In particular, the information exchange system of Takahashi et al. may vary the degree of information depending on location, whereas Applicants' claims, as amended, recite a system and method generating a stream of data that contains information having a variable resolution that varies based on both

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the time and relative location. It should be appreciated that Applicants' invention advantageously provides space and time-related (spatial temporal) information onboard the vehicle such that updated time and location-based information is readily made available onboard the vehicle. The information advantageously has a variable resolution based both on time and distance. Because Applicants' system advantageously combines time-based information services with spatial location-based services, the type and amount of information supplied to and stored onboard the vehicle can depend on the type of information requested, the location of the user and the time relevance of the information. Takahashi et al. does not appear to teach varying the degree of information dependent on both time and location. Instead, Takahashi et al. merely refers to the ability to manage information indicative of time and to edit information based on time, and further mentions varying the degree of information dependent on location. Nowhere does Takahashi et al. vary the degree of information based on both time and location.

Additionally, Takahashi et al. fails to disclose delivery of context-based services that includes a plurality of context advisors each providing a source of information for a designated category, a plurality of service agents, wherein the service agents provide context-information filtering based on a requested service, and an interface for interfacing with an onboard device on the vehicle, and wherein the context advisors perform information collection and the service agents employ the collected information to acquire and store pertinent information. Applicants submit that the combination of delivering context-based service in combination with the system of providing remote data as presented in the amended claims is not taught nor suggested by the Takahashi et al. patent, and the claims, as amended, should be allowable over the Takahashi et al. reference.

Accordingly, Applicants respectfully submit that Takahashi et al. fails to disclose Applicants' claimed invention as set forth in the independent claims 1, 13, 17 and 23, and the rejection of these claims and the corresponding dependent claims should therefore be withdrawn, which action is respectfully solicited.

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Claims 12, 14, 21 and 27 were rejected under 35 U.S.C. §102(b) as being anticipated by Takahashi et al. in view of COMDEX, Mercedes-Benz article. This rejection was recited under the heading “claim rejections-35 U.S.C. §102.” Applicants believe the Examiner intended for this rejection to be under 35 U.S.C. §103, as opposed to §102(b), and Applicants accordingly have treated this rejection as an obviousness-type rejection.

First, Applicants submit that the COMDEX, Mercedes-Benz article does not make up for the deficiencies of the Takahashi et al. patent as discussed above in response to the rejection of the independent claims. The COMDEX, Mercedes-Benz article briefly discusses a research car debuting at the COMDEX convention for the computer and electronics industry. Nowhere does the COMDEX, Mercedes-Benz article disclose a system for providing remote data to a vehicle having an off-board data source, a data communication link, and a compute platform for accessing the data source to acquire information and generate a stream of data as a function of both time and relative location, or as a function of time and distance to a location, wherein the stream of data contains information having a variable resolution that varies based on both the time and relative location, as recited in the claims. Instead, the COMDEX, Mercedes-Benz article merely suggests that a short burst of data can be transmit via dedicated short-range communications from transceivers at strategic locations along a roadway. Nowhere, does the COMDEX, Mercedes-Benz article access and acquire information and generate a stream of data having a variable resolution as a function of both the time and relative location, as claimed. Additionally, the COMDEX, Mercedes-Benz article does not teach delivering context-based service to a vehicle and including using a plurality of context advisors, a plurality of service agents and an interface, as recited in the claims, as amended.

Applicants have further added new claims 28-35 that further recite additional limitations for delivering context-based service to the vehicle. Applicants submit that these new claims further distinguish the claimed invention from the cited art, and submit that the new claims should likewise be allowable over the art of record.

By way of the foregoing remarks, Applicants have demonstrated that the claims, as amended, are not anticipated by Takahashi et al., and would not have been rendered obvious in

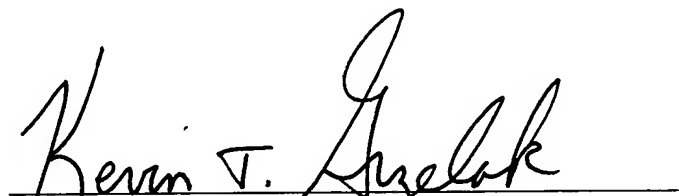
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view of Takahashi et al. combined with the COMDEX, Mercedes-Benz article, and the rejection of the claims under 35 U.S.C. §102(b) and §103(a) should therefore be withdrawn, which action is respectfully solicited.

In view of the above amendments, it is submitted that claims 1-10, 12-18, 20-24 and 26-35, as amended, define patentable subject matter and are in condition for allowance, which action is respectfully solicited. If the Examiner has any questions regarding patentability of any of the claims, the Examiner is encouraged to contact Applicants' undersigned attorney at the Examiner's convenience.

Respectfully submitted,

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Date

  
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